STATE OF VERMONT
VERMONT TRANSPORATION BOARD
67 Aspen Circle
Shelburne, VT 05482
802-828-2942
john.zicconi@vermont.gov

In re: TB-515 Strassberger Private Airstrip Application for 1380 Route 64, Williamstown, VT

NOTICE OF SITE VISIT & HEARING

You are hereby notified that the Vermont Transportation Board, on December 10, 2020 beginning at 10 a.m., will conduct an evidentiary hearing, pursuant to 5 V.S.A. § 207 and other applicable law, on an application by Karl Strassberger to establish a private airstrip proposed for 1380 Route 64 in Williamstown, VT.

The hearing will be conducted remotely via the Zoom's webinar platform. Participants and members of the public can access the evidentiary hearing online by going to https://bit.ly/vt-strassberger-airstrip *(note: all lowercase)* or by calling (646) 558-8656 (and use webinar ID 957 7005 1806, and passcode 530472). The video link and phone number also will be posted to the Board's website at tboard.vermont.gov prior to the hearing. At the hearing, the Board will hear from the applicant and the Vermont Agency of Transportation, as well as all parties interested in the question of approval.

To apply for party status, please by November 30, 2020 complete the form that is included with this notice and submit it to the Board's Executive Secretary John Zicconi, who can be reached at john.zicconi@vermont.gov or by calling 802-343-7280. While the hearing is open to the public, only people with party status will be allowed to participate and provide testimony during the hearing. Members of the general public will be allowed time prior to the commencement of the hearing to provide public comment. Public comment also can be submitted in writing prior to the hearing. Anyone interested in providing public comment should contact Mr. Zicconi.

Prior to the hearing, the Board on November 19, 2020 at 11:30 a.m. will conduct a site visit at the proposed airstrip. Anyone wishing to attend the site visit should contact Mr. Zicconi for details.

Dated this 30th day of October, 2020.

So ordered:

John Zicconi, Executive Secretary
Vermont Transportation Board

Party Status Petition

To: Vermont Transportation Board Date:

From: [name and contact information, including email address]

This is a petition for party status in TB-515 Strassberger Airstrip in Williamstown, VT.

Please state how far you are from the proposed airstrip. _____

Do you live or have an interest in property under the proposed flight path? _____

Please note that the Transportation Board's authority is limited to the criteria listed below. *Noise is not within the Board's authority.* To become a party, you must have an interest in, and be affected by, one of criteria within the Board's authority. You must become a party to formally present evidence, cross examine witnesses, and have the right to appeal any decision.

You may speak at the public hearing portion of this proceeding without becoming a party.

Please check the criteria that affect you:

____ A. The relationship of the proposed airport or restricted landing area, to a comprehensive plan for statewide and nationwide development,

____ B. The existence of suitable areas for expansion purposes, absence of hazardous obstructions in adjoining areas based on a proper glide ratio, the nature of the terrain comprising the airport location and adjoining areas,

____ C. The nature of the uses to which the proposed airport or restricted landing area will be put,

____ D. The possibilities for future development,

____ E. How and the extent to which the airport, restricted landing area or air navigation facility will serve the public,

____ F. Safety,

____ G. The interests of persons with an interest in land or a residence adjoining the proposed airport, restricted landing area, or air navigation facility (excluding noise).

I have an interest in each of the criteria checked above.

The proposed airstrip/restricted landing area project could affect me as follows: [Please explain how you in particular could be affected under the criterion or criteria you checked and the nature of the evidence you will present]

State your position if known on the project. I [oppose the project/support with or without the following conditions; have concerns about the project; or support the project. You may say you do not yet have a position on the project.]

Please provide the physical address and location where you would be affected by the proposed airstrip/restricted landing area project.

[Signature]

[Print name]

RAIL & AVIATION PROGRAM

186 Industrial Lane - Berlin
Barre, VT 05641

TO: John Zicconi, Chair, Vermont Transportation Board

FROM: Scott Fortney, Aviation Operations Specialist - North

DATE: August 14, 2020 - UPDATED

SUBJECT: Restricted Landing Area (RLA) Site Evaluation – Karl Strassberger RLA, Williamstown, Vermont.

On June 17, 2020 I met with Karl Strassberger, owner of the proposed RLA located at 1380 RTE. 64, Williamstown, VT 05679—the landing strip's location. Attached is the site evaluation.

1. Site Visit Evaluation Matrix – The Evaluation Matrix reflects the field conditions on the day of the evaluation and is based on the guidance in Advisory Circular 150/5325-4B for Runway Length Requirements for Airport Design and FAA Form 7480-1.

2. RLA Site Location Characteristics: The existing landing area is in a rural, sparsely developed area west of the village of Williamstown.

3. Landing and Take Off Distances Available – Runway length requirements are evaluated by looking at a combination of the site specific factors such as obstacles at the end of the runways, field elevation and the aircraft's performance abilities at varying density altitudes (**Note: The RLA is 1,800 feet in length**).

    a. **Section 204 of the AC** - The design Advisory Circular establishes flight path gradients for the declared aircraft. The applicant has a Piper J3 Cub which has an approach speed of less than 50 knots and which can land with an approach slope of 15:1 from the top of the tallest obstructions.

    b. **Aircraft Performance Requirements** – Here are the J3 Cub's Performance figures excerpted from the attached Pilot Operating Handbooks (POH) for mean sea level elevations at standard atmospheric conditions and loaded to max gross weight:

        - Total Landing Distance for landing over a 50' Obstacle is 470 feet.
        - Total Take Off Distance for departing over a 50' Obstacle is 730 feet.

RUWNAY 04:

VIEW OF 15:1 APPROACH PATH FOR RWY 04 (52' TREES)

Landing RWY 04 – This approach has a tree line with a height of 52 feet on the property located across the road (RTE 64) to the south that the airplane must clear to land. The approach slope of 15:1 puts the touchdown zone 780 feet from the tree line, which leaves a remaining landing area of 1,200 feet according to the existing runway alignment. **Runway Landing Length – Adequate.**

Taking Off RWY 04 – Taking off on RWY 04 requires the aircraft to clear a line of 65-foot trees slightly beyond the end of the runway. The performance data indicates the aircraft would clear the obstructions using only 730 feet leaving 1,070 feet of the runway unused. An additional factor in most performance tables require factoring in an additional 10% when departing on upward sloping runway which exists on a RWY 04 departure. Therefore, total runway required is 1,177 feet. **Runway Take Off Length – Adequate.**

RUNWAY 22:

VIEW OF 15:1 APPROACH PATH FOR RWY 22 (65' TREES)

Landing RWY 22 - This approach has a tree with a height of 68 feet that is not located on the applicant's property that the airplane must clear to land. The 15:1 approach slope puts the touchdown zone 975 feet from the tree, which leaves a remaining landing distance of 1,025 feet. I have applied a 10% factor for the down sloping which increases the landing roll—in this case a total distance of 1,128 feet. **Runway Length – Adequate.**

Taking Off RWY 22 – Taking off on RWY 22 requires the aircraft to clear a line of 52-foot trees 180 feet beyond the runway end. The performance data indicates the aircraft needs 730 feet to clear the obstacles which leaves 1,070 feet of the runway unused. The downward sloping nature of RWY 22 make the aircraft airborne in less that distance. **Runway Take Off Length – Adequate.**

4. Landing and Take Off Distances Available for Aircraft with Approach Speeds Greater than 50 KTS:

A review of a Cessna Model 172's performance data indicates a short field approach speed of 61 KTS with full flaps. Design airspeeds greater than 50 KTS require a 20:1 Approach. *The performance data also indicates that this RLA **cannot accommodate** short field take off operations.* The following charts are from the Performance section of the Pilot Operating Handbook for Take Off and Landings at 2550 LBS (Max Gross Weight) and adjusted for the RLA's average field elevation of 1,350' MSL at a temperature of 68 degrees:

Take Off at Field Elevation of 1,360' = 1,917'

Press Alt In Feet	0°C		10°C		20°C		30°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	860	1465	925	1575	995	1690	1070	1810
1000	940	1600	1010	1720	1090	1850	1170	1990
2000	1025	1755	1110	1890	1195	2035	1285	2190

Landing at Field Elevation of 1,360' = 1,398'

Press Alt In Feet	0°C		10°C		20°C		30°C	
	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst	Grnd Roll Ft	Total Ft To Clear 50 Ft Obst
S. L.	545	1290	565	1320	585	1350	605	1380
1000	565	1320	585	1350	605	1385	625	1420
2000	585	1355	610	1385	630	1420	650	1455

FAA Consultation - I spoke with Matthew Leeser, Aviation Safety Inspector in the FAA - Operations Flight Procedures and Airspace Group. He indicated that FAA will be evaluating the feasibility for a 20:1 Approach. Due to COVID-19 he indicated that a tabletop team review with other FAA staff would be conducted in lieu of a field visit.

5. RLA Location in Relationship to Area Airspace

AIRSPACE CONSIDERATIONS

There are several types of airspace that the proposed RLA is located near to or within:

a. **Victor Airway V 104-151** - This Victor Airway extends from the MPV VOR to the BTV VOR. Pilots can navigate using radio beacon signals from VORSs in visual or instrument flight conditoins. Airways extends 4 NM on either side of the centerline (8 NM total width), and from 1,200 feet above ground level (AGL) up to 18,000 feet. This places the RLA within the extent of the Airway, approximately 1.5 NM from the Airway's centerline, with an assumed RLA 1,000' pattern altitude 200' below the Airway.

b. **Military Training Route IR801** - Military Training Routes (MTR) are divided into Instrument Routes (IR), and Visual Routes (VR). This instrument airway extends 4 NM either side of the centerline (8 NM total width), and from 1,500 feet AGL) up to 10,000 feet at speeds greater that 250 KTS. This places the RLA within the extent of the Airway, directly adjacent to the Airway's centerline, with an assumed RLA 1,000' pattern altitude 500' below the Airway.

c. **Class E Airspace** – This Class Airspace extends from the surface to 18,000'. This airspace is designed to protect air traffic approaching and departing the Knapp State Airport. The RLA is in the approach corridor for RWY 35 at Knapp, however, it is far from the centerline of the runway alighnment.

6. Required Improvements - The current airstrip site requires additional improvements. Specifically, the trees on the northeast section of the airfield requires clearing to remove obstructions to the approach. In addition, the applicant indicated he will install a windsock on his hangar.

7. Public Interest - The Applicant intends to make the airstrip available for local and state emergency use. The Williamstown Ambulance Service supports the use of the field for facilitating DART Medivac Operations. He indicates that the wants the RLA to appear on the aeronautical sectional to make it available for gliders from the Post Mill and Sugarbush Soaring Clubs to use as a field where gliders can land out.

8. **Recommendation**: The landing site is suitable for the J3 Cub, the declared airframes in the application. It may accommodate a Cessna 172, an aircraft requiring the 20:1 if it was operated using lighter loading factors and low atmospheric density conditions prevailed. I also informed the FAA of the airspace considerations of this site, but they are not prepared to comment absent submission of Form 7480-1 by the Applicant. If the Transportation Board determines that the application process is complete the Agency recommends approval pending the FAA 7480-1 Site Approval and completion of required improvements.

Attachments:

- AC 150/5325-4B for Runway Length Requirements For Airport Design
- Site Evaluation Matrix
- J3 Piper Cub POH Performance Characteristics
- Strassberger RLA Application
- List of Abutters
- Letter of Public Interest:
    - Williamstown Ambulance Service
    - Post Mills Soaring Club
    - Sugarbush Soaring Association
- Site Plan of Proposed RLA

Table 3-2. Approach/departure standards table

Runway Type		DIMENSIONAL STANDARDS* Feet (Meters)					Slope/ OCS
		A	B	C	D	E	
1	Approach end of runways expected to serve small airplanes with approach speeds less than 50 knots. (Visual runways only, day/night)	0 (0)	120 (37)	300 (91)	500 (152)	2,500 (762)	15:1
2	Approach end of runways expected to serve small airplanes with approach speeds of 50 knots or more. (Visual runways only, day/night)	0 (0)	250 (76)	700 (213)	2,250 (686)	2,750 (838)	20:1
3	Approach end of runways expected to serve large airplanes (Visual day/night); or instrument minimums ≥ 1 statute mile (1.6 km) (day only).	0 (0)	400 (122)	1000 (305)	1,500 (457)	8,500 (2591)	20:1
4	Approach end of runways expected to support instrument night operations, serving approach Category A and B aircraft only. [1]	200 (61)	400 (122)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
5	Approach end of runways expected to support instrument night operations serving greater than approach Category B aircraft. [1]	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
6	Approach end of runways expected to accommodate instrument approaches having visibility minimums ≥ 3/4 but <1 statute mile (≥ 1.2 km but < 1.6 km), day or night.	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	20:1
7	Approach end of runways expected to accommodate instrument approaches having visibility minimums < 3/4 statute mile (1.2 km).	200 (61)	800 (244)	3,800 (1158)	10,000 [2] (3048)	0 (0)	34:1
8[3,5,6,7]	Approach end of runways expected to accommodate approaches with vertical guidance (Glide Path Qualification Surface [GQS]).	0 (0)	Runway width + 200 (61)	1520 (463)	10,000 [2] (3048)	0 (0)	30:1
9	Departure runway ends for all instrument operations.	0 [4] (0)	See Figure 3-4.				40:1

* The letters are keyed to those shown in Figure 3-2.

Notes:

1. Marking and lighting of obstacle penetrations to this surface or the use of a Visual Guidance Slope Indicator (VGSI), as defined by Order 8260.3, may avoid displacing the threshold.
2. 10,000 feet (3048 m) is a nominal value for planning purposes. The actual length of these areas is dependent upon the visual descent point position for 20:1 and 34:1, and DA point for the 30:1.
3. When objects exceed the height of the GQS, an approach with vertical guidance is not authorized. Refer to Table 3-4 and its footnote 4 for further information on GQS.
4. Dimension A is measured relative to TODA (to include clearway).
5. Surface dimensions / OCS slope represent a nominal approach with 3 degree Glide Path Angle (GPA), 50 feet (15 m) TCH, < 500 feet (152 m) HATh. For specific cases, refer to Order 8260.3. The OCS slope (30:1) supports a nominal approach of 3 degrees (also known as the GPA). This assumes a TCH of 50 feet (15 m). Three degrees is commonly used for ILS systems and VGSI aiming angles. This approximates a 30:1 approach slope that is between the 34:1 and the 20:1 approach surfaces of Part 77. Surfaces cleared to 34:1 should accommodate a 30:1 approach without any obstacle clearance problems.
6. For runways with vertically guided approaches the criteria in row 8 is in addition to the basic criteria established within the table, to ensure the protection of the GQS.
7. For planning purposes, determine a tentative DA based on a 3 degree GPA and a 50-foot (15 m) TCH.

LANDING STRIP DESIGN CRITERIA AC 150/5325-4B
SITE VISIT EVALUATION MATRIX

Site/Date: Karl Strassberger/June 17, 2020 Evaluator: Scott Fortney, Operations Specialist - North

Attendees: Karl Strassberger/June 17, 2020

SITE FACTORS

	YES	NO	COMMENTS
RUNWAY SURFACE			
Type:			
Turf/Aggregate	X		Turf, Field Length 1,800'
Pavement		X	
Surface:			
Uniform		X	Irregularly slopping north to south. Good surface compaction.
Gradient (0.5% to 2.0%)		X	3% to 4%
No Non-Frangible Obstrutions in RWY Environment	X		
APPROACHES			
MEETS RWY LENGTH REQUIREMENTS OF AC 150/5325-4B?	X		
Small Plane with Approach Speed <50KTS	X		Meets criteria of declared aircraft of use - Piper Cub
Provides 15:1 Approach w/ 800' Minimum	X		
Adequate Width	X		No minimum width in AC. Current width is 30'. Wide safety area.
Free of Residential Units in Approach Paths	X		Pilot truncates base course to avoid overflying houses.
No Conflict w/ Ground Vehicle Drives/Parking	X		
Good Prevailing Wind Alignment	X		Unable to determine, study not required.
No Features Creating Localized Wind Issues	X		
MARKINGS			
Turf Cones		X	Not mandatory.
Pavement Markings		X	Not mandatory.
OTHER			
Planned Winter Operations w/ Snow Removal Operations	X		
No IMC or Night Operations	X		
Designated Emergency Helicopter Landing Facility			Applicant coordinating with local emergency repsonders.
Proposed Wind Sock	X		

Scott Fortney

From: Fortney, Scott <Scott.Fortney@vermont.gov>
Sent: Thursday, June 11, 2020 3:06 PM
To: Fortney, Scott; Scott Fortney
Subject: J3 Cub Performance Specs

Performance

Maximum speed- level flight @ SL : 87 mph CAS- (76k, 140 km/h)

Cruise speed, SL @ 2,150 rpm: 75 mph, (63k, 121 km/h)

Stall Speed, SL: 35-38 mph (30.4 – 34 k , 56 -61 km/h) SL @ gross weight

Cruising Range, SL: 220 stat. mi (191 NM, 354 km)

Service ceiling: 11,500 ft (3,500 m)

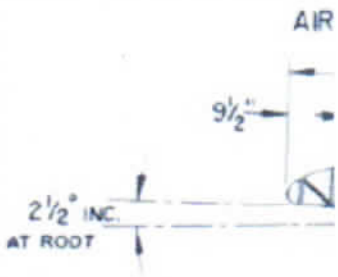
Best Rate of Climb- @ Vy – 55 mph: 450 ft/min (2.3 m/s) – @ gross weight

Takeoff (SL, standard day, gross weight): ground roll – 370' - over 50' obstacle – 730'

Landing (SL, standard day, gross weight): ground roll –290' - over 50' obstacle – 470'

Wing Loading: 6.84 lb/ft² (33.4 kg/m²)

Power Loading: 18.75 lb/hp (11.35 kg/kW)



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Scott Fortney | Aviation Operations Specialist - North
Vermont Agency of Transportation/Rail & Aviation Bureau
219 North Main Street
Barre, VT 05641

802-498-5763 | scott.fortney@vermont.gov
vtrans@vermont.gov/aviation

VERMONT
AGENCY OF TRANSPORTATION

VTrans Operations Division
Aviation Program
(802) 828-1083 (T)
(802)828-2848 (F)

Application for Establishment or Alteration of a Restricted Aircraft Landing Area, Helicopter Landing Area or Ultra Light Landing Area

Date:

1. Location of site:

Town: Williamstown

Route Number: RT 64

Property Owner KARL STRASSBERGER

2. Usable Length of site: 1500'

3. Usable Width of site: 100'

4. Property Owners Adjoining site (list other on attachment if more space required):

Name:

Address:

5. If applicant does not own property, owner must co-sign application.

6. Type of aircraft to be operated from site: 1941 Piper J3 Cub

7. Sketch general layout of proposed site on attached Site Layout Sheet, and indicate type of obstructions, if any, in approach.

8. Is site for personal use or will others use? Personal

9. If any commercial flying activity is contemplated at the site, explain in detail on attachment.

10. Municipal approval as required by 5VSA §207 must be evidenced by a letter of approval from the local select board, or city council, and submitted with this application.

11. Manner in which this facility will serve the public interest (5VSA §207):

E-Vol site Glider Land out site

It is understood that if the Transportation Board approves establishment of the site, I/we assume full responsibility for air and ground operations conducted at the site.

Signed (applicant):

Name (print): KARL STRASSBERGER

Address: 336 Henry Rd

Telephone: 802 272 7422

Signed (landowner, if not applicant):

Name (print): N/A

Address:

Telephone:

Additional comments/information by applicant:

This application may be subject to a public hearing in accordance with 5VSA §207.

Attach site layout. Please indicate approach and departure paths.

To be complete by the VTrans Operations Aviation Program

Site inspected by:

Date Inspected:

Approved by Transportation Board:

Date:

Remarks:

Town of Williamstown
Town Managers Office
P.O. Box 646
Williamstown, VT 05679
(802) 433-6671

June 9, 2020

Karl Strassberger
24 Henry Road
Williamstown, VT 05679

Re: Private Air Strip on parcel ID #008-006-08 – 24 Henry Road

Dear Mr. Strassberger,

The Williamstown Select board met on June 8th and discussed the above referenced project. The Town of Williamstown has no zoning regulations or requirements. Therefore, the Town of Williamstown has no issues with this project proceeding.

If you need further assistance, please do not hesitate to contact me at the above telephone number or email me at twnmgr@williamstownvt.org.

Sincerely,

Jacqueline Higgins

Jacqueline Higgins,
Town Manager

Subject: Strassberger Proposed RLA, Williamstown - Abutters List
Date: Friday, August 7, 2020 at 8:27:15 AM Eastern Daylight Time
From: Fortney, Scott
To: Scott Fortney
CC: Fortney, Scott

All addressees are Williamstown 05679.

Choquette. 87 Quarry View,
Gove 127 Quarry View
Hart 129 Quarry View
Ducharme 124 Quarry View
Donahue 92 Quarry View
Dunkling 42 Quarry View
Bill and Pamela Smith 1446 RT. 64
King Campbell 233 Woodland Heights.
James Scott 1146 Rt. 64
Bean Pratt P.O. Box 136
Bauer Strassberger Box 121
Tim Wheatley 24 Henry Rd.
Tim Hoffman 70 Henry
Scott vallencourt 114 Henry
Matthew Romei 242 Henry
Steve Bell 280 Henry
Greg lancey 334 Henry
Laurie Martin 394 Henry
Beede 574 Flint Rd.

Subject: Strassberger air strip
Date: Tuesday, August 11, 2020 at 2:47:52 PM Eastern Daylight Time
From: Ambulance Director
To: scottgfortney@myfairpoint.net

Mr. Fortney

It is my understanding that Karl Strassberger is applying to have a landing strip for his airplane in a field on his land off VT RT 64 and Henry Rd here in Williamstown. I have spoken w/ our Fire Chief, William Graham, and we are both in agreement that this would be a benefit for both his service and my service, Williamstown Ambulance. Currently, for that section of town, we utilize a hay field on the other side of VT RT 64. The current site is wet at both access points to where the copter would land making access a risk. While the farmer who hays the field has given his permission to use in an emergency if there was another option available to us I'm sure he'd prefer that we wouldn't be trampling across his hay field. Having a cared for landing strip with good access would be very beneficial to us and the town.

Gordon A. Murray Director Williamstown Ambulance Service.

Subject: FW: Karl Strassberger
Date: Friday, August 7, 2020 at 7:31:36 AM Eastern Daylight Time
From: Fortney, Scott
To: Scott Fortney

From: Andy Lumley <andrew.e.lumley@gmail.com>
Sent: Thursday, August 6, 2020 12:13 PM
To: Fortney, Scott <Scott.Fortney@vermont.gov>
Subject: Karl Strassberger

Hello Scott,

I am writing to you from the Post Mills Soaring Club in support of the approval of the airport located in Williamstown owned by Karl Strassberger.

I am the chief tow pilot for our club and president emeritus (retired after 25 years).

Having a safe place to land for gliders flying in that area would be very helpful and would enhance the safety of our sport.

If you have any questions please feel free to contact me.

Thank you,

Andy

Andy Lumley
603-667-0985
N24W Cessna L-19

Scott Fortney

From: Fortney, Scott <Scott.Fortney@vermont.gov>
Sent: Thursday, August 13, 2020 1:26 PM
To: Scott Fortney
Subject: FW: Air strip in Williamstown

From: Carl Johnson <cjohnson@alum.mit.edu>
Sent: Thursday, August 13, 2020 10:12 AM
To: Fortney, Scott <Scott.Fortney@vermont.gov>; scott.fortney@vermont.com
Subject: Air strip in Williamstown

Hello Scott,

I am writing on behalf of Sugarbush Soaring Association (SSA) to express our support for the certification of an airstrip in Williamstown Vermont as a Restricted Landing Area (RLA). This airstrip is on a property currently owned by Karl Strassberger.

This airfield will enhance the safety of aviation in the state by providing an emergency or off-site landing option for small airplanes or gliders. RLAs also help promote the growth and sustainability of aviation in the state. They help to keep pilot homeowners and taxpayers within our state by allowing them to safely recreate with their small general aviation aircraft. These aircraft are typically maintained within Vermont and their pilots purchase aviation fuel, both of which support local Vermont businesses and provide tax revenue.

This RLA is also in alignment with the stated mission of the state of Vermont Aviation Program:

> The Aviation Program promotes a vibrant air transportation system in Vermont by assuring a safe, well-maintained system of public use airports, while also promoting aviation to develop sustainability in Vermont's aviation industry and at our airports.

We sincerely hope that Vermont's Transportation Board and the FAA approve this request.

Thank you,

—Carl

Carl Johnson
President, Sugarbush Soaring Association
Warren, Vermont

Form approved OMB No. 2120-0036

U.S. Department of Transportation
Federal Aviation Administration

NOTICE OF LANDING AREA PROPOSAL

Name of Proponent, Individual, or Organization
KARL STRASSBERGER

☐ Check if the property owner's name and address are different than above, and list property owner's name and address on the reverse.

Address of Proponent, Individual, or Organization (No., Street, City, State, Zip Code)
336 Henry Rd.
Williamstown VT 05679

☑ Establishment or Activation ☐ Deactivation or abandonment ☐ Alteration ☐ Change of Status } OF ☒ Airport ☐ Ultraflight Flightpark ☐ Vertiport ☐ Heliport ☐ Seaplane Base ☐ Other (Specify)

A. Location of Landing Area

1. Associated City/State	2. County/State (Physical Location of Airport)			3. Distance and Direction From Associated City or Town
Williamstown VT.	1380 RT 64			3 mile
4. Name of Landing Area	5. Latitude	6. Longitude	7. Elevation	Miles / Direction
	44-16-1950	72-33-1720	1100	3 / West

B. Purpose

Type Use: ☐ Public ☑ Private ☐ Private Use of Public Land/Waters

If Change of Status or Alteration, Describe Change

☐ Establishment or change to traffic pattern (Describe on reverse)

Construction Dates: To Begin/Began; Est. Completion

C. Other Landing Areas

Ref. A5 above: Direction From Landing Area	Distance From Landing Area
W	50'

D. Landing Area Data

	Existing (if any) Rwy #1	Rwy #2	Rwy #3	Proposed Rwy	Rwy	Rwy
1. Airport, Seaplane Base, or Flightpark						
Magnetic Bearing of Runway (s) or Sealane	04 22					
Length of Runway (s) or Sealane (s) in Feet	1800'					
Width of Runway (s) or Sealane (s) in Feet	100'					
Type of Runway Surface (Concrete, Asphalt, Turf, Etc.)	Turf					
2. Heliport						
Dimensions of Final Approach and Take off Area (FATO) in Feet	750'					
Dimensions of Touchdown and Lift-Off Area (TLOF) in Feet	750'					
Magnetic Direction of Ingress/Egress Routes	04-22					
Type of Surface (Turf, concrete, rooftop, etc.)	Turf					

E. Obstructions

Type	Height Above Landing Area	Direction From Landing Area	Distance From Landing Area
Trees	75'	350'	500'

3. All Landing Areas — Description of Lighting (If any): None

Direction of Prevailing Wind: South

F. Operational Data

1. Estimated or Actual Number Based Aircraft

Airport, Flightpark, Seaplane base	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence	Heliport	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence
Multi-engine			Under 3500 lbs. MGW	0	0
Single-engine	1	2	Over 3500 lbs. MGW	0	0
Glider					

G. Other Considerations

Identification	Direction From Landing Area	Distance From Landing Area

2. Average Number Monthly Landings

	Present (If est. indicate by letter "E")	Anticipated 5 Years Hence		Present (If est. indicate by letter "E")	Anticipated 5 Years Hence
Jet			Helicopter	0	0
Turboprop			Ultralight	1	1
Prop	3	5	Glider	0	1

3. Are IFR Procedures For The Airport Anticipated ☐ No ☐ Yes Within ____ Years Type Navaid:

H. Application for Airport Licensing

☐ Has Been Made ☐ Will Be Made ☒ Not Required ☑ State ☐ County ☐ Municipal Authority

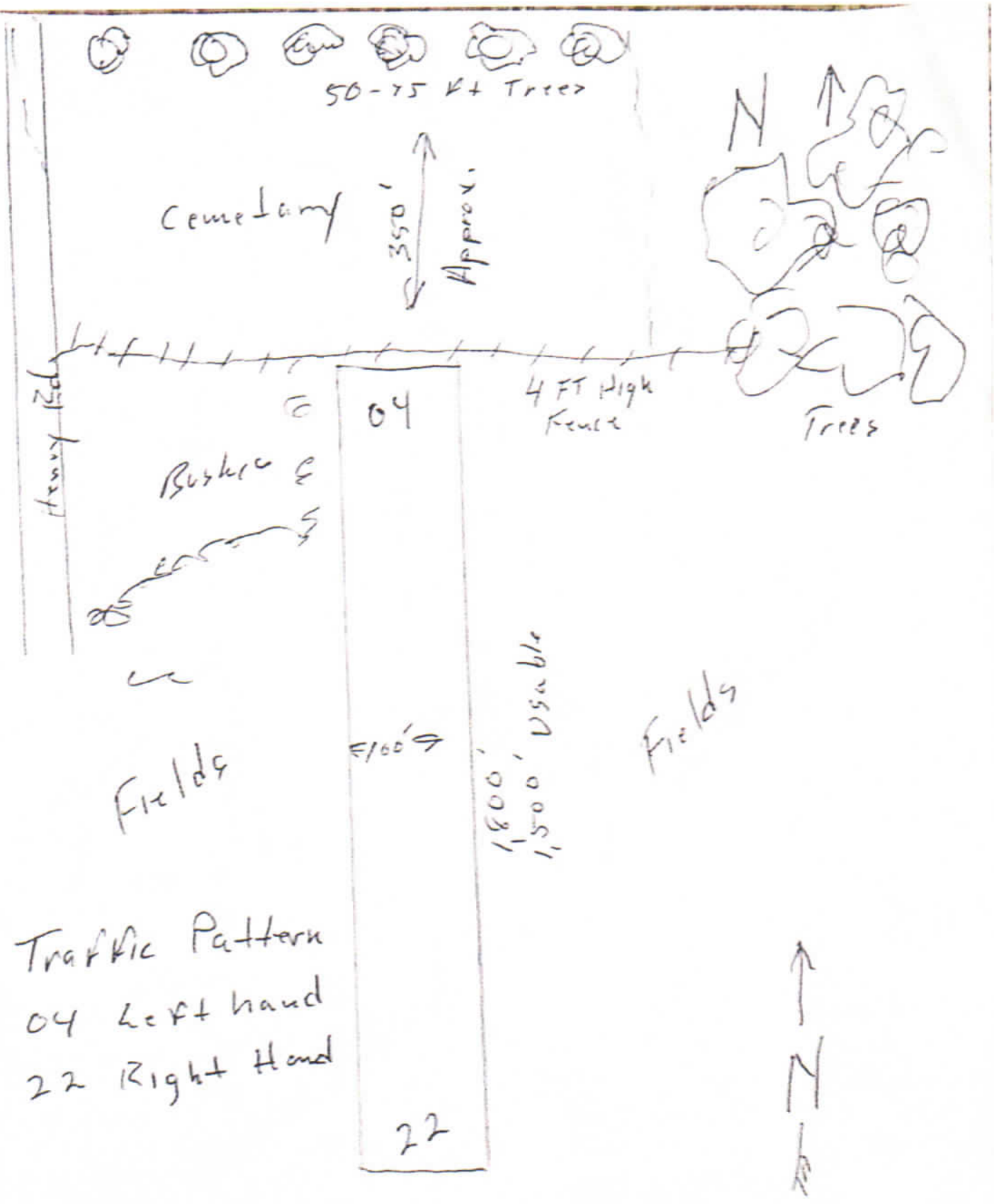
I. CERTIFICATION: *I hereby certify that all of the above statements made by me are true and complete to the best of my knowledge.*

Name, title (and address if different than above) of person filing this notice – type or print
KARL STRASSBERGER
owner

Signature (in ink) Karl Strassberger

Date of Signature 6/11/20

Telephone No. (Precede with area code) 8022727422


50-75 Ft Trees
Cemetary
350'
Approx.
N
4 FT High Fence
Trees
Bushes
04
Fields
6100'
1,600' Usable
1,500'
Fields
Traffic Pattern
04 Left hand
22 Right Hand
22
N

VT RT 64

VERMONT

State of Vermont

SCOPE OF USE FOR PROPOSED AIRSTRIP

PURPOSE OF USE

Primary use of the proposed airstrip will be as follows, Take off and landing of small light aircraft, with a stall speed no higher than 50 mph. Operations will take place between the civil twilight hours, no night flying is proposed. Commercial flying will be restricted to the owner for purposes of site see tours. There will be an average of 100 take off and landing flights in a 12 month period. There will be no storage of fuel on the premises. The airport will not be open to the public, however granted use by permission may be given to others without my presence there provided the pilot has at least 15 hrs of solo flight. This permission will include other types of aircraft such as helicopters, gliders and ultralights. The airport will also serve as an emergency landing spot for medical evacuation helicopters, and immediate landing sites for gliders. Airport will be in use 360 days a year.